

# FUEL PROBLEM NOW UP TO THE PRESIDENT

Administration Officials Admit Inability to Reach Any Agreement

## CARRIERS' CHIEF ISSUE

Railroads Seek Preferential Treatment as in Days of Private Control

Washington, April 18.—The fuel problem of the railroad industry, which has occupied the attention of the administration and the railway directors for the last two weeks, has been placed in the hands of President Wilson.

The step was taken after Dr. Harry A. Garfield, fuel administrator, John Quinn Williams, director of purchases for the railroad administration, and Bertram M. Baruch, chairman of the war industries board, personally met through the representatives had been unable to reach any agreement.

The whole question at issue was centered on whether or not the railroads shall under Government control be granted the preferential rates and treatment from the coal mines that they enjoyed from them in the days of private control.

Dr. Garfield has been firm in his belief that the Government should not be a party to any unequitable arrangement, while Mr. Williams' contention has been that the roads should not be forced to bear the added financial burden, which, it has been estimated, would amount to \$100,000,000.

The final conference between the Government bureau was held yesterday again without result except that a decision of some sort was regarded as imperative.

Administration officials contend that there can be no alleviation of the fuel problem until the railroad purchases are disposed of in some way. Their greatest fear is that the continued low production will result in the disturbances of extensive character. Reports which have been received from the field, due to the fact that there is not enough work to keep them busy. Once the men have become engaged in other industries, notably the highway work, it was the opinion here that it would be impossible to get them back to the mines. This phase of the situation will be gone into at a conference today or tomorrow with Mr. J. H. Hayes, president of the United Mine Workers of America, and other officials of the union miners who are of influence at present.

Another factor which strengthened the call for early settlement of the matter was the pressure which the industries of the country had brought to bear upon the war industries board. The priority list requirements have been met, but the curtailed production made many of the industries almost as helpless as the railroads. It is expected that the industries will express their fears to Mr. Baruch in an uncertain fashion that they would be unable to obtain coal unless the situation was remedied at once.

There was no indication, following the meeting of the war council at the White House, where the railroad fuel question was touched upon or what attitude the President intended to take. In previous instances of a similar character, however, President Wilson has taken the position that the Government could not be a party to any practice which would mean a sacrifice of principle and was economically unsound.

# MILNER NEW BRITISH WAR OFFICE DIRECTOR

Lord Derby Retires to Become Ambassador to France. Chamberlain in Cabinet

London, April 18.—The appointment of Lord Milner as new director of the British War Office has been announced. It is officially announced. The Lord of Derby, who has been War Minister since December 19, 1916, will go to Paris to succeed Lord Curzon as ambassador to France. Lord Chamberlain, son of the late Lord Chamberlain, has been appointed to the War Office. Lord Milner, an old friend of the British War Office, is now in the hands of an efficiency expert.

Lord Milner has a great reputation in England as a man of action, who is ruthless in overcoming all obstacles to success. He was the late Cecil Rhodes' partner in building up the British Empire in South Africa and he made his reputation among the Boers as a man of quick decisions and untiring energy.

Lord Milner lives up to his reputation. He will cut all red tape in the British War Office and will command every effort in making appointments to the high commands in Germany.

Lord Milner was educated in Germany and knows the workings of German machinery. He has been a member of the British War Cabinet without a break since December 19, 1916. The Lord of Derby has been at the head of the War Office since the Lloyd George cabinet took office in December, 1916. He has been director of army operations and Air Minister.

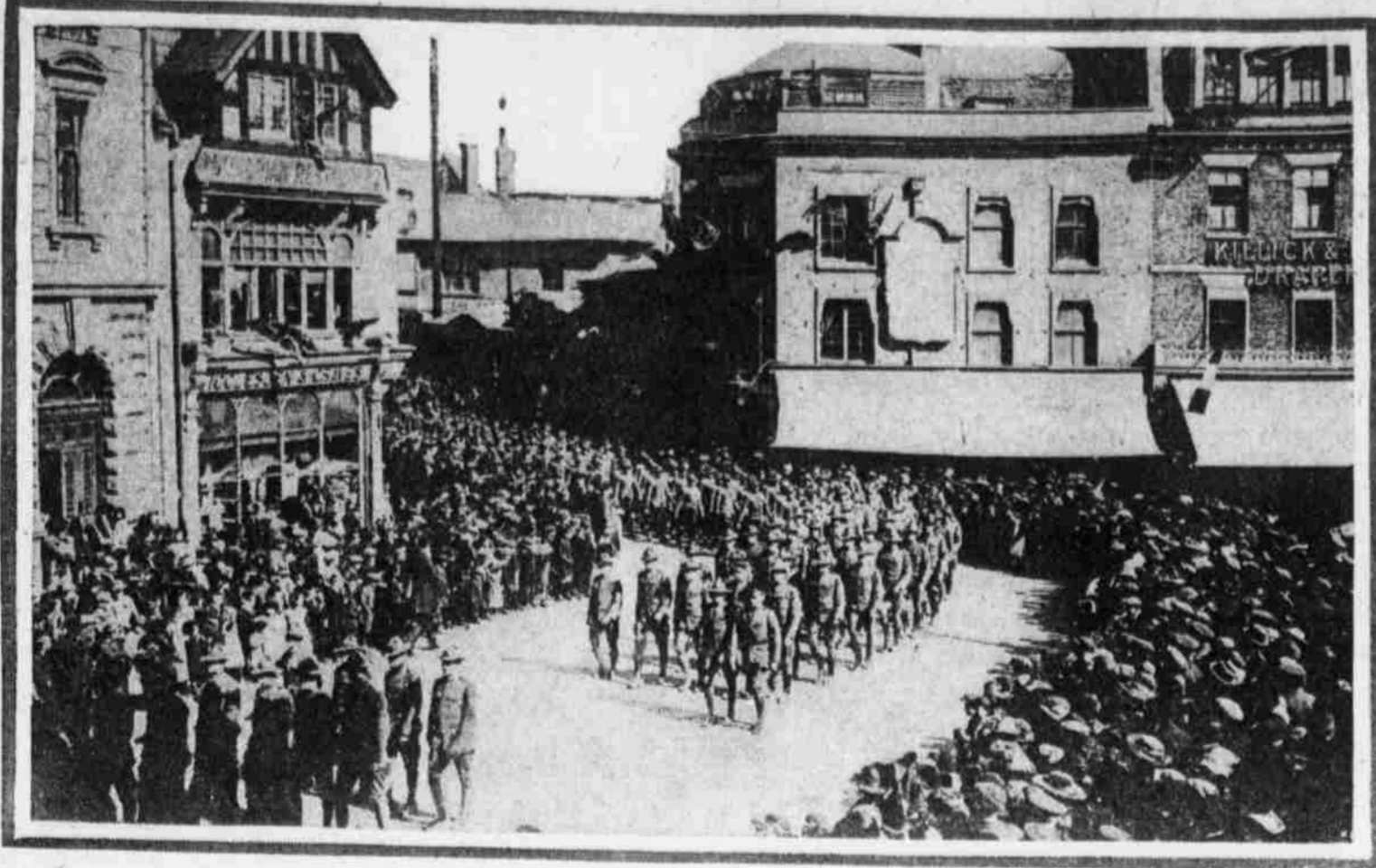
Lord Milner has made some time in the past in Paris, where he has been ambassador since 1905. Lord Bertram was related to the peerage in 1863, and he was in the Foreign Office in 1863. He was formerly British ambassador to Italy. He is seventy-four years old.

From his first office, Civil Lord of the Admiralty, the time when he ceased to be a member of the Admiralty, he was responsible for an enormous amount of unobtrusive yet valuable work. He was born in 1843 and never has been moved forward.

It was the series of debates on the subject which established Chamberlain's reputation. There he showed a gift for rapid thinking and concise speaking which many had not supposed to possess; in a word, he confounded all critics who had thought he could not speak effectively without preparation.

His friends say Chamberlain will be a leader as he has been a loyal follower. His early training guaranteed his success, and those who have seen and heard Joseph Chamberlain are unanimously convinced of his exceptional talents.

# AMERICAN SOLDIERS GET ROUSING RECEPTION IN BRITISH TOWN



The presence of a contingent of our troops in the neighborhood of this town led the Mayor and Mayoress to give them a public reception. The photograph shows the men on the way to the function.

## LARGE CITIES LAGGING IN DRIVE FOR LOAN

Country Districts Respond Early, but Returns Generally Not Satisfactory

Washington, April 18.—The large cities are falling short in their subscription to the third Liberty Loan, according to the Treasury Department's statement today. A feeling of disappointment is expressed in the returns generally, though the country districts are credited with having responded much better than in previous campaigns. The remarkable gains made by them in the beginning are not sufficient to offset the lack of sales in the larger communities.

Treasury officials declared that the daily average, as indicated by reports from the twelve Federal Reserve districts, would not be sufficient to carry the loan to its minimum quota of \$2,000,000,000. The latest official figures at the close of business on April 15, two days ago, are given at \$522,923,250, though reports of enthusiastic support have continued to arrive from the various communities and loan organizations from all parts of the country.

The early part of the campaign was characterized by a widespread rush in all districts, and especially in the country communities, where rivalry was keen for the honor flag. The aftermath of this flood of subscriptions has been "frankly disappointing," the Treasury report says, and the loan directors are appealing for a renewed effort to restore the rate of speed acquired by the campaign under the impetus of last week's race for full quotas.

The Minneapolis district, entering the race after a deferred start, has jumped to third place, with 22 per cent of its quota subscribed. The Treasury report says, and the loan directors are appealing for a renewed effort to restore the rate of speed acquired by the campaign under the impetus of last week's race for full quotas.

The New York district is at fifth place, with about 22 per cent of its quota subscribed. The Philadelphia is in ninth place with just 22 per cent of its allotment reported. The question in the large cities is unusually heavy, due to the great preponderance of wealth over the country districts. Efforts are being made by the loan directors to have complete reports as to the number of individual subscribers obtained in each district. This is looked upon as the best method of determining where the bond slacks are located. The women's committee in every district is achieving remarkable results, Treasury officials report.

## PNEUMONIA KILLS 171 AT U. S. CANTONMENTS

Surgeon General Reports 285 Deaths at Training Camps for Week Ending April 12

Washington, April 18.—Of 285 deaths among the troops in training for the week ending April 12, 171 were from pneumonia, according to the report of the Surgeon General of the army, made public today.

Camp Dodge, at Des Moines, Ia., had the largest death toll with thirty-four. Thirty-two were caused by pneumonia. This week's total for all camps is less than for the preceding week. There was one homicide and one death from delirium tremens.

Deaths in the National Army showed considerable increase, with 165 against 123 for the preceding week. "The health of troops continues very good," the report says. "The admission and death rates are lower than for the preceding week. The highest sick and death rates are reported from National Army cantonments. The lowest rates are in National Guard camps. Pneumonia continues to prevail in all of the larger northern camps. An increase in the new cases is noted as compared with the previous week. Little change is noted in the prevalence of other diseases."

## Change of Time ON ATLANTIC CITY RAILROAD

SUNDAY, APRIL 21, 1918

Atlantic City Express, now leaving Philadelphia 9:30 a. m., daily, will be changed to leave at 9:00 a. m. Following express trains will be added: For Philadelphia, 10:00 a. m. Sundays for Atlantic City, 11:30 a. m. weekdays for Atlantic City, 1:30 p. m. weekdays for Atlantic City, 4:00 p. m. weekdays for Philadelphia. Other slight changes in local service. New time tables will be served by the Atlantic City Express.

## CANADIAN BOOM FOR UNION WITH THE UNITED STATES

Conscription, Finance and Other Factors Mean Final Americanism of the Dominion, According to Leading Men

Ottawa, Ont., April 18.—A Senator with big business interests, in recalling two predictions he made nearly four years ago, said: "At the outbreak of the war I made two prophecies. The first was that the war would last from three to five years. That has come true. The second was that the war would drive Canada into the arms of the United States. That is coming true, a great deal sooner than many people suppose."

No exposition of the tendencies of things in Canada can be true to life that does not reckon with the facts behind the scenes. What is left, then, of the first prediction? The second was that the war would drive Canada into the arms of the United States. That is coming true, a great deal sooner than many people suppose.

What is happening to the monarchy? Everybody is saying that the king business has been overdone in Europe. King George is a first cousin of the Kaiser. A Canadian officer tells you of a dinner in London where the king's health is not drunk. He asks why. The answer is that people balk at drinking the health of a German.

The British Government has bluntly told the king that his last personal prerogative is gone. It tells the lords that Canada will have nothing to do with their order. What is left, then, of the first prediction? The second was that the war would drive Canada into the arms of the United States. That is coming true, a great deal sooner than many people suppose.

Translated into plain speech, this means that the British Empire is passing under American protection. A peculiar confirmation of this comes from London in the news of a banquet to the Canadian who recently entered the British cabinet and is responsible for the British war propaganda. Lord Beaverbrook is a potent in himself as well as in what he says. He was a preacher's son in New Brunswick. He became a reporter, and then a financier. He became rich by buying up business concerns, merging them, watering their stocks and taking the consequences.

He migrated to London, financed his way into Parliament as a Tory imperialist, got a knighthood, bought a London newspaper, took a hand in the detron-

## SCHWAB WILL BUILD VESSELS FOR VICTORY

"American Ships Will Win the War," Says Steel Magnate

New York, April 18.—"American ships will win this war, and I am going to build the ships," said Charles M. Schwab, the new director general of the Emergency Fleet Corporation, in a statement today.

Continuing, Mr. Schwab said: "I shall temporarily, if not permanently, abandon all my private business as chairman of the Bethlehem Steel Company and a director in other corporations and devote myself energetically and exclusively to the task President Wilson has asked me to perform. During my absence from the chair I have occupied with the Bethlehem Steel Company, Eugene Grace and other good, capable fellows will look after its interests."

"It must be more and more apparent that ships, more ships, and then more ships is the real solution of the gigantic problem we face—that of defeating Germany not only on sea, but on land. We need them not only for transportation of troops, but of supplies to our Allies and for ourselves. We cannot build them any too fast. They will be built as fast as men and material can build them. You may rest assured of that."

"Have you any criticism of the failure thus far to provide the necessary number of ships?" was asked. Mr. Schwab replied: "None whatever. I believe that Edward N. Hurley, Bainbridge Colby and Charles F. Fox have, since their appointment, done all within their power to speed the construction of vessels so badly needed by our Government and the Allies. I am satisfied that we shall all work together in complete harmony to put ships afloat within the quickest possible time."

"This is not the job of one man. It is a job we all should undertake. This is no time to talk about mistakes that may or may not have been made. It is a time to employ every ounce of brain power, blood and strength for America and her allies."

"We have the money, the material and the men to build more ships than this country or any other country ever had. And they are going to be built."

## GARFIELD SLASHES BRICK PRODUCTION

Output Cut by Half as Result of War-Curtailment Order

Washington, April 18.—Curtailment of building trades industries ranging from 15 to 50 per cent has been announced by the United States fuel administration. The industries affected are those engaged in the manufacture of clay products and conservation in them is part of the general plan of rearranging and dividing the manufacturing program of the United States so as to place it on a war basis.

Construction work, especially in the eastern section of the country, has not heeded the warning of several Government officials that building operations must be curtailed wherever possible, and this was the primary reason for bringing the men engaged in it to Washington for a conference.

Through the facts placed before them by the war industries board and the fuel administration, they were shown, it was learned, that it was essential that they limit their output to absolute requirements and not attempt to fill the demands of those customers whose needs were not for war work.

Ten industries were affected by the orders signed by Dr. Harry A. Garfield, United States fuel administrator. The percentages of curtailment follow: Face brick, 50 per cent restriction; common brick, 50; paving brick, 50; hollow tile, 25; drain tile and sewer pipe, 25; terra cotta, 50; stoneware (except chemicals), 15; roofing tile, 50; floor and wall tile, 50; sanitary ware, 50.

Based on Three-Year Average

Curtailment in each case is based on average output of the last three years. The percentage of curtailment is not equal in all classes of clay products. These figures have been reached after careful investigation and representation of production which will be for the best interests of the necessary Government work and in general for the interests of the manufacturers involved.

## MOTORCYCLIST HURT WHEN HE HITS AUTO

Speeding Rider Unable to Stop Machine at Fifth and Rockland Streets

John Weber, twenty-nine years old, of 392 Olive avenue, as he passed through Hospital suffering from serious injuries received early today when his motorcycle collided with an automobile driven by Henry Heinenman, of 642 West Yungango street, at Fifth and Rockland streets.

According to the story of eye-witnesses, Weber was going south at high speed on Fifth street, while Heinenman was driving west on Rockland. To avoid a collision, Heinenman stopped his car. Weber attempted to go around the automobile, but on account of the speed of his motorcycle could not avoid a collision. Weber was thrown high in the air and about fifteen feet south, landing on his shoulder.

Weber was taken to the hospital in Heinenman's car.

## GORE PLANS TO GUARD FARMING INDUSTRY

Senate Moves to Maintain Output of Agricultural Machinery

Washington, April 18.—Congress does not intend to let the war jeopardize the future of America's industries. This is indicated today in measures before the Senate to insure the safety of the agricultural industry.

Senator Gore, chairman of the Senate agriculture committee, has a resolution before the Senate to investigate the supplies of farming materials and machinery.

Farmers throughout the nation are urging their representatives to act. They maintain that because of the war manufacturers of farming implements and materials are turning their efforts to war work. It is maintained that this is already jeopardizing the nation's food supply because it is restricting farming and is increasing the cost of production.

Representations have been made to the members of the Senate agriculture committee that at the risk of production for farm materials now, peace will find the United States unequipped to properly feed its people, and it is even argued that if the war continues long enough the food supplies of the army will have to be restricted.

Manufacturers of farm materials have urged their production widely in order to turn to the more profitable manufacture of munitions, it is asserted. In some instances the decrease in production is stated to be as much as 50 per cent.

Senator Gore, by his resolution, would have the Federal Trade Commission make a complete investigation, and if facts warrant it, he would sponsor legislation which would force Government supervision over the production of farming materials.

The resolution has been tabled, but Senator Gore intends to bring it up for action in the Senate within a few days.

## CONVICTS TAR OFFICER, DISLOYALTY SUSPECT

Major Birkner Led Around Prison Yard With Rope Around Neck

Major John M. Birkner, of Camp Cody, Deming, N. M., a Federal prisoner charged with violation of the espionage act, was tarred and feathered by 400 convicts in the State penitentiary and then led about the prison with a rope around his neck.

Birkner was allowed out in the prison yard for exercise with the 400 convicts. The warden knew nothing of what was going on until he heard loud cheering and rushed out in the yard to find Birkner stripped and covered with tar and feathers. The prisoners, with loud hoots, were leading him about the yard by a rope around his neck.

Assistant Superintendent Dugan rescued him. The prisoners, evidently in accordance with a prearranged plot, had secured the feathers from their pillows, but where the tar came from is a mystery.

Birkner is alleged to have made disloyal utterances, such as "You can't beat the Dutch" and "The Germans will sink American transports as fast as they are sent over." Birkner, as stated, the charges were spite work by subordinate officers whom he had displaced.

Major Birkner, who was born in Germany, but who had been in the American military forces for more than thirty years, was arrested last Friday at Camp Cody, where he was an officer in the 127th Field Artillery. His home is in Lincoln, Neb.

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## Georgette Crepe Waists \$2.00

Embroidered and headed front georgette crepe waists. All most wonderful values at this price.

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## Crepe Night Gowns 79c

Very good quality cotton crepe night gowns and gowns.

## Sateen Petticoats 98c

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3 Fox Scarfs	\$12.00	\$6.00	1 Mink Cape	\$145.00	\$72.50
4 Nutria Scarfs	\$8.00	\$4.00	1 Mole Cape	\$125.00	\$62.50
5 Hudson Seal	\$20.00	\$10.00	1 Hood Seal Cape	\$150.00	\$75.00
1 Squirrel	\$15.00	\$7.50			
1 Minkrat	\$25.00	\$12.50			
1 Mole	\$35.00	\$17.50			

## Fur Sets

	Reg. Price	Now		Reg. Price	Now
1 Raccoon	\$55.00	\$27.50			
2 Tauxe Fox	\$55.00	\$27.50			
3 Tauxe Wolf	\$67.50	\$33.75			
4 Nutria	\$125.00	\$62.50			
1 Pointed Fox	\$125.00	\$62.50			
1 Hudson Seal	\$110.00	\$55.00			
1 Cross Fox	\$115.00	\$57.50			
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